

YUBA 70 SAFETY PROJECT

PROJECT SAFETY ELEMENTS

A minimum 8-foot shoulder in each direction and a minimum 20-foot Clear Recovery Zone (CRZ) that has been cleared of fixed objects. Rumble strips will be placed along all shoulders to alert drivers when they drift from their lane.

Deceleration and acceleration lanes with designated left and right turn pockets at County maintained roads and agricultural related businesses. This will allow vehicles to enter and exit SR 70 safely while minimizing through traffic disruption.

Increased shoulder width up to 14 feet at school bus stops within the project limits to provide safe loading and unloading zones for students.

A minimum width of six feet of unpaved shoulder in addition to the standard paved shoulder to provide width for slow moving agricultural equipment.

14-foot wide median that may be striped as a two-way left-turn lane (TWLTL) and function as a vehicle refuge and soft buffer between northbound and southbound vehicles. Rumble strips will be placed along each side of the median to alert drivers when they drift towards the opposing lane.

NEED ADDRESSED

Rear end accidents should be reduced by inclusion of dedicated turn pockets and acceleration lanes.

Vehicles leaving the roadway and overturning or hitting objects outside the roadway should be reduced with wider shoulders, inclusion of rumble strips, and a Clear Recovery Zone (CRZ).

Cross centerline accidents due to drivers conducting emergency maneuvers to avoid accidents, fatigue, inattention, or passing should be reduced by inclusion of the soft buffer, rumble strips, and additional signage.

